

A
F R A G M E N T . . .

on the

India Trade,

Written in 1791

by

Dalrymple.

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28th March, 1791.

ALTHOUGH it is the duty of The Court of Directors of the East India Company, to co-operate with His Majesty's Ministers, in whatever may be conducive to the Publick Welfare; Yet, as Guardians of the Rights and Privileges of the East India Company, to whom the Wisdom of our Ancestors thought proper to entrust the management of this important Concern, It behoves Them well to weigh the Consequences that may ensue, from any change in the established System for carrying on the Commerce, of this Country, in the East Indies.

Speculative Men, as well in Commerce as in Government, can conceive a degree of superlative perfection beyond what actually exists; But it is always hazardous, and generally unwise, in expectation of *hypothetical Improvement*, to make great Innovations, either in a System of Government, or of Commerce, long established, and of which the benefits are known: for *actual Improve-*

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ment is most readily made, by small Changes in an established System, where those Changes do not operate on the General System; and where, if Experience does not countenance the expected Improvement, Things may be restored to what they were before: Whereas, in great Convulsions! None can tell to what extent the Mischief may go.

The Legislature of this Kingdom, on a valuable consideration paid by The East India Company to The Publick, have established them as a “ *Corporate Body for ever,* “ *free to trade with a Joint Stock to all Parts,* “ *from the Cape of Good Hope to the Strait* “ *of Magellan,*” and have also, for a certain period, excluded all other British Subjects from any Share in that Trade.

Although the term of *exclusive Trade* is now short, still the *perpetual right of free Trade* remains in The East India Company, as securely as the Publick Faith can establish it; The East India Company having not
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only paid a valuable consideration, but consented to give up their *Claim* to the *perpetual exclusive Trade*, on the express condition, that the *perpetual free Trade* should be assured to *Them*; in case the Legislature thought fit to put a termination to the *exclusive Trade*: And this Compact secures solely to The East India Company, as strongly as the Publick Faith can secure it, the *exclusive Trade*; if the Wisdom of Parliament thinks fit that the Trade of the East Indies shall be *exclusive*: Because, The East India Company being, at all events, secured in a *free Trade*; None but *They* can have an *exclusive Trade*: and consequently The present East India Company cannot be supplanted by any New Set of Adventurers.

It appears expedient to state, in the first place, the reasons *why* the Trade to the East Indies should *not* be a *free Trade*; because if the Wisdom of our Ancestors be made obvious, It is conceived there will be much less inclination to Innovation, than

if the Wisdom of the Measure, they adopted, be called in question.

Men, who are led away by *Words*, to which they annex *unprecise*, or *improper*, meanings, have disgraced The exclusive Trade of The East India Company by the odious Epithet of *Monopoly*; not discriminating between *Monopoly*, and a *Joint-Stock exclusive Trade*, granted to a Corporate Body for the *general* advantage, from a presumption that, under such restrictions, the Commerce will be carried on most to the advantage of the Community, with a proper compensation, by way of Publick Dividend, to the Parties concerned in the *Joint-Stock*: Whereas *Monopoly* implies as extravagant an Emolument to the Individuals concerned, as their own disposition shall incline, or the Necessity of the Publick will enable, them to exact.

The Dividend of 8 $\frac{1}{2}$ Cent paid to India Stock Holders, is much less than the Profit an Individual Merchant would trade upon

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at his own risk: indeed it appears less than the *Insurance* paid on an East India Voyage: and the charge of want of *Œconomy*, imputed to Publick Companys, is to the Publick Advantage, so far as the Publick are concerned, because the more generally Property is diffused, the more it conduces to the Welfare of the Community: And here I must take occasion to observe that if the Publick sustain a permanent Dividend of 8 $\%$ Cent to the Proprietors of India Stock, I think it would be fit that the Surplus should go into the Fund for paying the National Debt. Allowing the Proprietors of India Stock a small Interest, Suppose 2 $\%$ Cent on that Surplus.

The East India Company is a great Machine! in whose existence is very much involved, the Prosperity of this Kingdom and preservation of its Constitution: It has always been my opinion that the East India Company should neither be the Engine of Opposition; nor the Tool of the King's Ministers; who,
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whatever Influence they ought to have in Political Concerns, cannot have too little Share in the Patronage; because The East India Company alone, through its Patronage, maintains that due portion of Democracy in the State, by provision for Younger Sons of the better sort, and by the general employment of Persons in the midling ranks of Life; without which, there would, in this Country, be either an universal Subserviency to the Crown; or, as I think would have been the Effect of Mr. Fox's India Bill, the Hand of Aristocracy strengthened against The People and the Crown; unless the active Spirit of an injured People should level all, with a clamorous demand of Democratic Equality, as in France, either of which desperate Alternatives no true Lover of his Country can wish to behold.

Men who know a *little more* than those around them, are very apt to suppose that *They know much*: And although the almost universal concurrence of those who have resided in India, and who are divested of
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interested motives, agree, "that It would be
 " *ruinous* to lay open the *Trade* to *India*,"
 Such opinions have not much weight on the
 minds of Speculative Men, who, not having
 the impressions which Experience has
 established, conceive these Opinions to be
 only the *prejudice*, ever to be found, *against*
Innovation: a prejudice, they think more
 frequently proceeding from narrowness of
 mind, or indolence, than from the rational
 deduction of Experience.

The operations of a Corporate Body are,
 perhaps, sometimes less precipitate than those
 of an Individual Adventurer, but then their
 Operations exemplify the Fable of the
Tortoise and the *Hare*; where the Former
 reaches the Point, by a sure though slow
 Journey; and the repeated Efforts of a
 Corporate Body will succeed, where the
 Individual Adventurer would become Bank-
 rupt, from the accidental failure of a first
 attempt; And if the first attempt of an
 Individual does succeed, it incites so many
 Competitors in the Adventure, that the
 Market

Market is over-stocked; and a Stagnation ensues: whereas a Corporate Body feeds the Market according to the demand; and if, by any unforeseen event, the demand ceases for a time, their Capital enables them to wait the returning appetite of the Market; or proceed to another where there is a demand: It is true Corporate Bodies, like all great and powerful Bodies, require a Stimulation; but that Stimulation may always be supplied by the mere Suggestion of Ministers.

The National Advantage is most effectually attained, by a regular Export of Produce and Manufacture, and the greatest Injury ensues from a Fluctuation: The regularity of Export, to the East Indies, can only be secured by a Joint-Stock exclusive Trade: and although particular branches may possibly be neglected, yet the general Interest will be preserved; nor can the East India Company be justly accused of inactivity, when it is considered that the Export of
Woolens,

Woollens, Lead, Copper, and Tin, from Great Britain to *China only*, amounted last year to more than £590,000 Sterling; and that the Annual Increase in those Articles is no less than £328,795 since 1786, having been in that year £261,980, and last year £590,775, on the Company's Account; exclusive of a very considerable value exported by the Captains and Officers of their Ships; And it offers a fair Prospect of Great Increase, if Speculative Men are not permitted to interfere with their desperate Experiments; for although it may be admitted that the Trade is equally, if not more, beneficial to China and the Chinese Merchant; Yet whoever knows the Chinese Nation, would not be surprized, if an apprehension raised by an indiscreet visit to Formosa, to Corea, or to some other Country in the Vicinity of China, should induce a Chinese Minister to prohibit all European Trade with China; When this Country would have reason to execrate the Men, by whose advice a certain great advan-

tage was lost, in pursuit of an imaginary acquisition of New Commerce.

This however does not apply to any Establishment we may have to the Southward of China, to which Chinese Junks from all parts of that Empire can freely come ; because, independant of the Chinese Ignorance of Foreign Geography, which makes them consider every thing *beyond China* as a *narrow Border*, to which they annex no Political consequence, if the Junks have found their way to such an Establishment, no regulation of the Chinese Government could then impede the unlimited Trade with the Chinese.

There are some indigenous Circumstances that enforce the necessity of an exclusive Trade to the East Indies.

In Europe, where the Establishment of a regular *Post* makes the common Inter-course speedy and certain, The State of every Market is known to the inquisitive Merchant; and the variability of Wind, in
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the European Seas, enables him to profit by this knowledge of Markets; So as to supply the want existing at any place, by the Superfluity at another: and the regular established Government makes nothing more necessary, for the safe conduct of Trade, than the establishment of Consuls at the principal Ports, to accommodate personal disputes amongst the Crews, or to see that no Infringement of Privileges is made by the Government where he resides: It is also to be considered that our European Trade *now*, is chiefly a Trade by Commission and Agency; And that there is scarcely such a Person in London as a Merchant, who *exports Goods, to other parts of Europe, only on his own account and risk.*

The Nature of the Indian Commerce is totally different; the remote distance, and the periodical Winds, called Monsoons, preclude the possibility of that instant Supply, according to the Wants of each Country; And it is only by regulated Influx, and a large Stock on hand, with many Servants to

take care of it, and preserve it from destruction by White Ants, &c. that those Markets can be kept, nearly on that *equality* which distinguishes *Trade* from *Gambling*.

It is impossible to support so many Consuls as there are separate States; a general Commission Trade is impracticable, at the same time The Governments in the Islands, as well as in the Western and Eastern parts of the Continent, are not such as afford a Security to the Merchant; for example, in Cochin-China The King had the Privilege of taking the Cargo at his own price; and any Vessel driven in by distress, by the Custom of the Country, is liable to confiscation.

The Vessels that do carry on a Trade to the Eastern Islands, may be said to carry it on, Sword in hand; and the frequent instances of Vessels being cut off, has made that Trade very precarious: As *Arms* and *Ammunition* would find a ready vent, the *danger* would be greatly *increased* by an open
Trade,

Trade; for the *Indian Pirates* are very numerous, and only want Arms and Ammunition at command, to become *formidable*: without taking into consideration, the probability, that the unsuccessful European Adventurer would be his own Avenger, punishing the *Innocent*, that is in his power, in place of the *Guilty*, who is beyond his reach, to the ruin of the Fair-Trader: And the Eastern Seas would, very speedily, be filled with *European Pirates*, as formerly, though being then established in the *Western parts* ONLY, the Men-of-War, sent to India for that purpose, were competent to remove them, but not all the Navy of England could scour the Eastern Islands.

Having stated some of the Grounds on which I presume it may confidently be said
 “ That it was *Wisdom* in our Ancestors
 “ to grant an *exclusive Trade* to the *East*
 “ *India Company*” I shall now proceed to a discussion of the *Alterations* that are in contemplation: And, for the clear exposition of the Matter in question, I think it
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proper to state what I conceive to be the Objects in view; what are the means proposed to effect those Objects; and the reasons which induce me to think, the means proposed would not answer the purposes intended.

It is in contemplation, by way, it is alledged, of profiting by the Spanish Convention, to open the Trade, to the South-Seas, and the NW Coast of America, to all British Ships that may chuse to proceed thither, without any other restriction, than giving *Bond* to conform to *Law* and *Treaty*; that all such Ships shall be allowed to proceed to Canton, in China, to dispose of their Cargoes, the produce of such Trade and Fishery; and that the East India Company shall receive all Money, or Bullion, the produce of such Cargoes, that may be offered to them at Canton, for Bills on England; and shall lade Teas, at a low freight, on the first Ships that shall arrive each year, between the 15th September and 1st of January, and offer to receive Cargoes

to the extent of 1500 Tons; that the Ships so proceeding to Canton from the South-Seas, or NW Coast of America, shall not be permitted to carry to China, any Goods the Produce or Manufacture of Europe, nor to bring to Europe, except on account of the East India Company, any Goods the Growth, Produce, or Manufacture of Asia, on penalty of confiscation of Ship and Cargo in the latter case; All such Ships importing at Canton* being required not to depart without a Certificate, from the East India Company's Supra-Cargoes, that they had not on board any Goods the produce or Manufacture of Asia, except on account of the East India Company, which Certificate is to be endorsed, by a proper Officer, at any other Settlement

* In the first Paper of Propositions from the Committee of Privy Council for Trade, The Ships going into the Longitude of Canton were required to import there: the Requisition is left out in the 2d Paper, and their going to Canton is left optional: There is an Ambiguity introduced whether the Limit of Longitude East of Canton be applicable only to the Islands, or if it extends to the Continent also; consequently doubtful whether Cochin China, &c. be open to them or not.

Settlement of the East India Company, where they may happen to touch, which endorsement is to specify the time of their Arrival and Departure, and that, at their departure, they had no Goods on board the produce or Manufacture of Asia, except on account of the East India Company.

But, as if smitten with the *Furor* of *Extension*, not content with this; it is required that the East India Company shall permit these Adventurers, to trade to any part of the Eastern Coast of Asia, not subject to China, or to any of the Islands to the Eastward of the Meridian of Canton, and that the Eastern Seas shall be opened for the Fishery, as far as the 10th Degree of North Latitude, and Longitude of 60° E. from London; and, without any limitation of Longitude, to the Southward of 10° S. Latitude.

The Convention with Spain can have no relation to the greater part of the Limits above described; and therefore it can only
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be considered as a premature attack upon the exclusive Rights and Privileges of the East India Company.

It appears the Objects in speculation are of *three* kinds, *Fisbery*, and *Trade*; and *Fisbery* blended with *Trade*:

Every One conversant with the Subject must admit, that the Idea of blending *Trade* with *Fisbery* would be ruinous to the *Fisbery*:

Vessels fitted out on *Fisbery* require a small Capital; and the Captain and Crews, instead of receiving Wages, are paid by Shares of the General Produce; It must therefore be obvious, that It is not for the Interest of the Owners, that the Captains and Crews should have any object unconnected with the general Produce, but that their whole attention should be directed to a successful Fishery.

If Merchandize is put on board these Ships, the value of the Outfit is greatly enhanced;

and instead of being all *Gain*, as the *Fishery* now truly is to *Industry*, It is converted into an Adventure of *risk* and Speculation.

There is strong ground to suspect therefore that those Merchants, who are solicitous to join Objects together, so heterogeneous as *Trade* and *Fishery*, mean the *Fishery* only as a Cloak to an *illicit*, or at least to a *desperate Trade*; there is in this Country such a disposition to give Credit, that any Adventurers will find Goods, in London, on trust: if they succeed it is well---if They do not---They are *only Bankrupts*: but it can never be for the true Interest of the Country, to force Exports without return; and Exports thrown into India, in such a manner, without limitation, or knowledge, must very much injure the regular Trade of the East India Company: and as They are bound by Act of Parliament to export Commodities, of the Produce and Manufacture of Great Britain, to a very large Amount annually, although they have always greatly exceeded that Amount,

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They must naturally be very jealous of un-governed and unlimited Intrusion, which may not only distress the East India Company, but throw the Trade into the utmost Confusion and Incertainty, to the great Injury of the Publick.

I do conceive, at the same time, that the East India Company are more competent to extend the Commerce to effect, than any Chance Adventurers, and the Company will generally be found ready to attend to any suggestion, that has the least appearance of probable Success; The East India Company have at present Two Vessels employed, on Discovery and Survey, amongst the Eastern Islands; and it would be very unjust to deprive them of any Advantages which that Voyage might lay open to their Pursuit.

It is, in the present conjuncture of Affairs, very inexpedient to disturb the harmony now subsisting between Great Britain and Holland: but no measure could so effectually disturb

that harmony, as an indiscriminate admission of Adventurers into the Eastern Islands: at the same time the measure in contemplation of opening new Markets for the sale of our Manufactures, especially of our *printed Cottons*, would more effectually be executed by an Establishment of our own to which the various Prows could import; as each Man would from thence carry home the Sample of whatever pleased his fancy; whereas Vessels, going to particular Parts, would not distribute the various Specimens, so expeditiously or so generally: They who know the nature of the Eastern Trade, know the capricious fancy that must be attended to, for almost every place has a distinct Taste of Patterns, which if not conformed to in the Goods, These will be in no estimation and remain unsaleable,

If the Company's Establishment, at Prince of Wales's Island, should be found incompetent to the Purpose of an Oriental Emporium, The Publick cannot doubt of the readiness

dinefs of the Eaft India Company to adopt a better fituation: and it is alfo to be confidered, that the Eaft India Company muft have a fuperior advantage in carrying on this Trade, as the Commodities to be received in Exchange, muft generally go to the China Market: and it is on this confideration, that The Eaft India Company can carry on the Trade, without becoming Rivals to the Dutch.

The Court of Directors of the Eaft India Company acquiefced that the Navigation, to the Southward of Canton, fhould be open beyond the Longitude of 140° E. which Limit would confine Borneo, the Philipinas, and in general all the Oriental Polynefia, frequented by the Dutch and by the Chinefe; This Limit was efpecially objected to, as excluding the Philipinas: It cannot be fupposed His Majefty's Minifters have any intention to promote an illicit Commerce to thofe Iflands, nor can it be fupposed, they are ignorant that the Philipinas are
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absolutely under the Spanish Government, the Inhabitants paying a Capitation Tax: but it appears they had placed confidence in a report, that a Commerce is carried on from these Islands to Japan by the Natives, or by the Chinese: It is now many Years since I was amongst those Islands, but I am very confident there was no such Commerce carried on at that time: Nor do I find any Person ever heard of such a Commerce, but through Mr. Meares, who I am persuaded is mistaken in the matter: After the restoration of Manila to Spain by the English in 1764, The Spaniards thinking the Chinese, who had settled there, were assistant to the English in the Conquest, passed an Edict, as I was assured, forbidding any Chinese to remain behind, but requiring them all to return to China with their Junks; this I believe still continues to be the case; and if so; It is obvious there can be no Commerce of the Chinese from the Philippines to Japan: Mr. William Fitzhugh, One of the East India Company's Supra-

Cargoes

Cargoes is expected shortly in England from Canton, and, as that intelligent Gentleman has been recently at Manila, He will be enabled to give certain information on that Head: but it is confidently reported that the Japanese have translated some of our modern Books from the *Latin*, particularly that a Japanese Translation of *Pott's Surgery* has been published by them; If this Report be well founded? the Intercourse with Japan may, probably, be opened by a direct communication, more effectually, than by a circuitous way through the Philipinas, if there really be any such Intercourse from thence.

Although the connexion with Portugal, which formerly occasioned us to be excluded, does not now subsist; and therefore that reason for our exclusion be done away, yet surely it cannot be conceived probable, that an illiterate Adventurer, in a chance-Ship, should be the most proper Person to renew our Intercourse, with a People so scientific and well informed.

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Although The East India Company assented, that Ships, going into the South Seas on Trade or Fishery, might proceed to Canton, to sell the produce of such Trade or Fishery; or to any part of the East Coast of the Continent of Asia, not subject to the Chinese Government; yet they thought it was highly proper, to except, expressly by name, Corea, called by the Chinese Kaoli, Formosa, and the Islands between Formosa and Japan; because, although these might be comprehended under the general prohibition of Chinese Ports, yet as Doubt has arisen how far they are under, although admitted to be tributary to, the Chinese Government? It is highly proper, that so important a part of the National, as well as of The East India Company's Commerce, as That to China, should not be put to risk, by giving cause of offence, or apprehension, to the Chinese Government: who have ever been so jealous of Corea, that they would never permit one of the Jesuit Missionaries to enter that Country, even at the time when they were
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in the highest favor at Peking, and employed by the Emperor of China, in making the Survey of His own Empire.

A War in Formosa having, not many years since, been terminated by the imprisonment of the Leader of the Revolt, it cannot be doubted that any Intercourse of the English, with that Island, would be highly alarming to the Chinese Government.

Of all Trades none requires so much to be under regulation as the *Fur-Trade*; One of two things must take place; either the Number of Furs may be obtained to *any Extent*? Or the Number to be obtained must be limited? In the former case, the *Value* at the Foreign Market must be greatly depreciated by an unbounded and unregulated Influx: in the other a competition must raise the price, beyond measure, at the Place of Purchase, and the Adventurers being without mutual communication, the Number of Purchasers on so remote a Coast, would be alternately too great to obtain Cargoes;

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and too small to take off the Furs collected ; which would throw the Trade infallibly into the hands of the Spaniards at their Settlements ; or of the Americans, who have already engaged in that branch of Trade, and unless we profit by the advantage of a shorter cut, from our Possessions in Hudson's Bay, and by the East India Company's Ships from China, which would enable us to undersell all others, and consequently give us the command of the Fur Trade, The Americans will certainly beat us out, as they can sail much cheaper than we can ; and as it is a Branch of Trade that does not require a great Capital : I conceive the Plan of Co-operation of the East India and Hudson's Bay Companys, might be made a merit of, with the Spaniards, as effectually preventing Disputes.

I will readily admit, that the Free Trade of the South Seas would be of the utmost value to this Commercial and Manufacturing Country ; but without considering how far

a *very precipitate* increase to great extent would be for the general and permanent welfare; and without enquiring how far a Smuggling Trade should be encouraged; I am confident a free Ingress into the South Seas, of every Vessel giving bond to conform to the terms of the Convention with Spain, would not be the means to obtain that Commerce, but would be the ruin of more Adventurers than it would enrich,

A Knowledge, of the Taste and Fashions of the Spanish Colonists, is necessary to adapt our Manufactures to their Markets; this Knowledge it is, not only unlikely, but almost impossible, for the croud of Adventurers to possess.

A very considerable Trade is now carried on, from this Country, through Spain, to the Spanish Colonies; This Trade would be stopped: by the Convention no Vessels are allowed to go within 10 Leagues of the Spanish Territories; and therefore every

Vessel offering to go nearer would be liable to confiscation; And by the Publick Sale of such Cargoes, European Commodities would be so depreciated in Value, that the Adventurer who was not seized, would be unable to obtain a profitable Market; even independant of the risk of Seizure to which he is exposed.

More has been said, concerning a Trade to Spanish America, than may be deemed consistent with that Article of the Spanish Convention, by which our Government engages to take every possible means to prevent an illicit Trade; as it would be mockery to reduce those means to a Custom-House Bond of Penalty: But although it is, by the terms of the Convention, incumbent on us to prevent our Ships from carrying on a Smuggling Trade; Yet we are not to be considered as engaged to prevent the Spaniards from Smuggling: as we are not bound to become Revenue-Officers to the King of Spain.

The only sensible way to obtain a direct
share

share in the Commerce with the Spanish Colonies in the South Seas, is by establishing a *Free Port*, in some of the Islands to the Westward, in a low Latitude, such as the *Galapagos*, or *Cocos*; to which Spanish Vessels of any burthen, small and great, might come to purchase our Commodities: The *Onus* of Prevention is then thrown on the Spanish Government; and when the *Extent* of Coast is considered, It must be obvious, that it cannot effectually be prevented; at the same time every Attempt of their Government to prevent, will encrease discontent if it exists, or raise a general Discontent if it does not already exist. To introduce such an Intercourse may require the Intervention of those now concerned in the Trade, carried on through Spain, and perhaps this Channel may be adopted to pass Bullion to Europe, without paying the King of Spain's Duties,

We shall also be enabled to learn the true State of those parts, and know exactly
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what *is*, as well as what is *not*, under the Spanish Dominion.

I come now to consider the means proposed: Mankind are too often led by the whistling of a name, and are afraid to avow their opinions, when they cannot concur with Persons of celebrity, lest it should bring upon themselves an imputation of want of penetration. But not to be deterred by such apprehension, I shall freely examine the proceedings of the Committee of Privy Council for Trade: at the same time I cannot but think, The Select Committee of the Court of Directors, with the best intentions, have assented to much more, than they ought to have assented to, and have acquiesced in some points, where they ought to have combated the Propositions, by bringing forward Propositions themselves, on the part of the East India Company.

Foreseeing Consequences is the Superlative Faculty of *Human Intelligence!* hasty and precipitate determination, in complicated Affairs,

fairs, is therefore usually attended with fatal and unforeseen Effects. Mystery is ever the Veil of Folly and Iniquity; so that precipitate determination imbibes a tenfold malignity from Mystery: The Idea of a *Secret* too often deters men from communing with their own understanding, and leads to improper conclusions: I do not mean to impute sinister motives to any Man, but I must think there is an obvious predeliction to favourite opinions, however crude, or however inconsiderately taken up.

I will suppose, that competency to transport the Teas, safely, to England is implied, though not expressed, in the East India Company's engagements to load 1500 Tons, on the first Ships that arrive in the Port of Canton, at £10 per Ton. I confess, I much doubt, whether Teas will not imbibe noxious vapours in the Holds of Ships, that have loaded with Whale Oil and Blubber: but without taking that objection into consideration; It is incumbent to point out some circumstances concerning the general Stipulation.

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Men who do not go deep into the consideration of things, suppose that bringing 1500 Tons of Teas home at £10 per Ton, instead of paying £20 per Ton on Indiamen, is a certain gain of £15,000: The temptation of a *low freight* has been repeatedly held out to the East India Company; who have, in my opinion, very injudiciously caught at the bait: for the true Interest of The Company requires, that their Trade should be carried on, in the best possible Ships, with the best possible Officers, to lessen the risk as much as possible; They being their own Insurers; so that cheapness, which is the first Object of Individual-Traders, who do not insure themselves, is but a secondary Object with The Company, whose first object ought to be the *excellence* of their Ships: The Ships, in their ordinary and constant Service, should remain as short a time as possible *unemployed*; From their superior excellence, The India-Ships are very costly; The Freight must be calculated by the *Earnings*, during the whole time they
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are in the Service, as well as by the risks they run, and expences they are at; And if they remain at home un-employed, the Freight, when they are *employed*, must include a recompence for their *lost-time*: besides, Men, who are at a certainty, will always require less emolument, than where there is an *Uncertainty*; as they will calculate that *Uncertainty* at the *utmost*: Perhaps the Owners of India-men would accept a less Freight, by The Company agreeing at a certain rate per Ton, *employed* or *unemployed*. But if The Company let their proper India-men remain at home *unemployed*, as is now the case, whilst they load Cargoes on *Stray-Ships* at a *low Freight*, They in fact raise the *general rate* of Freight, not only on China Ships, with which the *Stray-Ships* come in competition, but on all their Ships wherever they go. And when it is remembered that the Company's Tonnage, employed this year, is 20,158 Tons, It will be obvious what kind of Saving £15,000 on 1500 Tons of chance Shipping will be, when it occasions an

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Increase

Increase of Freight on 20,158 Tons which cost the Owners above half a Million Sterling?

At the same time, the Nature of The Company's Trade requires, that their Sales should be certain and regular, which cannot be the case, if their Cargoes are brought home on Chance-Ships.

The Company's Supra-Cargoes cannot make any provision beforehand for these 1500 Tons, because They must be incertain whether they will have Ships willing to take it on board; Cargoes, bought at the latter part of the Season, are bought to most disadvantage;* and the expectation of 1500 Tons of extra-Shipping at last, will induce the Chinese Merchants to keep up their Goods, and operate on the general price of the Season.

There is no provision of Stock, arising from

* This does not refer to the *refuse*, or *accidental remains*, after *all* the Ships of the Season are loaded.

from the Cargoes of those Ships which arrive at Canton to be laden home, for there is no compulsory Clause on them to pay in the produce of their Cargoes, though The Company engage to receive into their Cash, for Bills on England, whatever Sums may be offered; Should the Trade, into the South Sea, induce the Spaniards of America to make their remittances through that Channel to Europe, the Sums offered, might greatly surpass the Company's demands, and therefore there ought to be some power of limitation, for it would tend to discourage the Export of our own Manufactures and Produce, If The Company were obliged to receive more money than they wanted to invest.

It cannot be supposed that all these Changes are intended to be made, on the bare expectation of 1500 Tons of increased Shipping, what then is to become of the Ships beyond the first 1500 Tons which arrive in China? They are not to return into the Atlantic, with any Goods the produce or manufacture of

Asia; are they to return *empty*? or are they to be freighted by rival Nations?

There cannot surely be any so ignorant as to imagine, a clandestine Trade can be prevented by *Written Laws*, where the Smuggler is the only Person to enforce the Law against himself.

These Vessels are not to depart from Canton, without a Certificate, from the East India Company's Supra-Cargoes, that there are no Goods on board, the growth or produce of Asia, except on account of The East India Company.

But what means have the Supra-Cargoes to ascertain the Fact? Even admitting that these Ships are empty, at their departure from Canton, what is to prevent them from receiving Cargoes, from Chinese Junks, to whom they may appoint a rendezvous, and meet, without visiting any Settlement of the East India Company; in which last case it
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is required, their Canton Certificate be endorsed, by the proper Officer, notifying the time of their arrival and departure, and certifying that no Goods, the growth, produce, or manufacture of Asia, were on board at their departure, except on account of The East India Company. But besides the Impossibility of ascertaining the fact, without unlading the Vessel, The Officer is required *before* their departure, to ascertain what *was* to happen; and to encroach on the *uncommunicative powers* of the ALMIGHTY the *annihilation* of Time! by joining the *past* and the *future*!

What is to be done? in case it should so happen that The Company's Stock in China is incompetent to lade their own Ships, and these 1500 Tons of Chance-Ships; an Event which may very possibly occur, from the Military Expences in India; and the number of Ships requisite to send with Troops and Stores: Are the Company's own
Ships

Ships to remain on demurrage? or to return without full Cargoes?

As the Vessels navigating, into the East Indian Seas, from the South-Seas, are not required to have any licence from, or to be in any degree amenable to, The East India Company; They will not even know who are there with this Privilege, or who by the Cape of Good Hope, in contradiction to their unviolated, or unanihilated rights; And any Ships, whatever, may trade where they please, commit what irregularities they please, and bring back Cargoes, obtained from the Chinese Junks, to smuggle into Great Britain and Ireland; or to carry to what other parts of Europe They think proper, to the great injury of the Revenue and Commerce of this Kingdom.

The East India Company engage to debar their Country Ships from trading to the N. W. Coast of America, which is a very extraordinary restriction! for as extraordinary

a reason! because it is alledged they would under-trade the Vessels from Europe: If this be true, it will throw the advantage into the hands of Foreigners, whom we cannot lay under such restraint.

There is one Subject more which requires attention, and that is the Limits of Fishery, for Ships sailing round the Cape of Good Hope: In 178.. The East India Company concurring, An Act of Parliament permitted the Fishers to navigate as far to the East of the Cape of Good Hope, as the Longitude of 50° E., and as far North as the Equator; In this concurrence, I think, the East India Company were very much to blame; because, under this pretext, Vessels may resort to a Port of Rendezvous, to which the Indian Vessels of all descriptions may go; and thereby those Ships, pretended to be Fishers, may carry Cargoes for India, and receive other Cargoes of Indian produce, to smuggle into Europe; By the best information, I cannot learn that any of the Fishers have yet navigated

gated beyond the Tropic of Capricorn, within the Limits of Longitude assigned by that Act; and as the Propositions of The Committee of Privy Council went to an Extension of the Longitude, without limitation, whereby the Coast of New Holland, &c. was opened to their research, I thought it right to propose a limitation of the Latitude, to the South of the Tropic of Capricorn; by which, the apprehensions of an illicit Trade with India, would be removed; as the Indian Vessels could not, with safety, attempt the Navigation of the stormy Seas, to the South of that Tropic: However the Committee of Privy Council, instead of confining, proposed the extension of the Limit of Latitude, beyond the Line to 10° N. Latitude, thereby adding to the facility of a Smuggling Trade.



